



National Transportation Safety Board Aviation Accident Final Report

Location:	LEESBURG, FL	Accident Number:	MIA82FA078
Date & Time:	03/19/1982, 1000 EST	Registration:	N567LT
Aircraft:	BEECH F35	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	3 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT, WHO WAS A ROCK GROUP DRIVER, TOOK AN AIRCRAFT FROM THE HANGAR WITHOUT PERMISSION TO JOY RIDE MEMBERS OF THE GROUP. DURING THE 2ND FLIGHT, THE AIRCRAFT WING HIT THE BUS DURING ONE OF SEVERAL LOW PASSES OVER THE AREA. THE AIRCRAFT THEN HIT A TREE AND A RESIDENCE. A POST CRASH FIRE OCCURRED. THE PILOT'S LAST MEDICAL CERTIFICATE WAS DATED 11/16/79.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: MANEUVERING

Findings

1. STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - PILOT IN COMMAND
2. (C) JUDGMENT - POOR - PILOT IN COMMAND
3. (C) BUZZING - PERFORMED - PILOT IN COMMAND
4. (C) CLEARANCE - MISJUDGED - PILOT IN COMMAND
5. (F) OBJECT - VEHICLE
6. (F) OBJECT - TREE(S)
7. (F) OBJECT - RESIDENCE

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING

Factual Information

Pilot Information

Certificate:	Private	Age:	33, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Invalid Medical for flight	Last FAA Medical Exam:	11/16/1979
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1500 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N567LT
Model/Series:	F35 F35	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	D-4144
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2750 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:		Engine Model/Series:	E225-8
Registered Owner:	MIKE PARTIN	Rated Power:	225 hp
Operator:	ANDREW C. AYCOCK	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ORL, 0 ft msl	Distance from Accident Site:	33 Nautical Miles
Observation Time:	0950	Direction from Accident Site:	120°
Lowest Cloud Condition:	Scattered / 1500 ft agl	Visibility	7 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	79° C / 0° C
Precipitation and Obscuration:			
Departure Point:	LEESBURG, FL	Type of Flight Plan Filed:	None
Destination:	LEESBURG, FL	Type of Clearance:	None
Departure Time:	0955	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	3 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Report Date:	03/19/1983
Additional Participating Persons:		
Publish Date:		
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .	

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).